why I hesitated to give a positive reply. Not that we are not sympathetically inclined. Therefore, I could only say that the Government will sympathetically consider the recommendation.

Motion was, with leave, withdrawn.

Demand put and carried.

8 11—Tramway—Rs. 92,074

Mr. T. Narayana Menon.—Sir, I beg leave to move for a grant of Rs. 92,074 under Demand No. XI—"Tramway". The appellation of 'white elephant' that used to be given to the Tramway is, I take leave to submit, a misnomer, as far as I have been able to study the results of its working, if by the term was meant to indicate that it was a costly and unnecessary luxury, but might be correct, if it was only intended to signify something rare. I believe that I shall be able to convince any Hon'ble Member of this House by incontrovertible facts and figures that, if the working of the Tramway is taken as a whole, it has so far justified its existence by financial results, and there can be no apprehension of a possibility of its failure in the near future. According to the criterion laid down by Diwan Mr. (now Sir A. R.) Banerji, in order that the Tramway may be successful, the revenue derived by the sale of materials transported by it should cover the expenditure incurred on their collection, the cost of maintaining the Tramway, pay at least an interest of 2 per cent on the capital outlay, and then leave a surplus. That, I dare say, the House will admit is a safe, reasonable, business proposition. Figures are available to show that the working of the Tramway has been a success on the above standard, having left a surplus of Rs. 13·9 lakhs till the end of 1106 since its inception in 1081. With regard to the future, though it was feared some time back that there might be no timber for transport by the Tramway in Parambikulam forests after 1103, it has been possible to extract sufficient quantity from the old worked coupes to keep the Tramway going without loss so far, and without touching about 30,000 candies of superior species of timber which as Special Officer for Reconnoitering, I had marked for extraction during my reconnoitering survey in 1104. Within the limited period then at my disposal, I could only reconnoitre under 20 sq. miles out of a total of 300 sq. miles tappable by the Tramway or its possible extensions. In my humble opinion, all that is needed to give the Tramway a perpetual lease of life is to get a complete working plan prepared for the whole of the vast area, and lay down a proper programme of annual working. As long as there is valuable timber in the Parambikulam forests awaiting extraction, the maintenance of the Tramway is essential, simply because there is no other cheaper, or other feasible alternative method of transport available. The present problem, therefore, is not a lack of exploit-

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able material, but only a lack of demand, temporary, I trust owing to the present world-wide trade depression. Here I may be permitted to say a word about the transport the Department has been undertaking for the Anamalais Timber Trust for the last two years, regarding which there have been a number of interpellations on the floor of this House. In a proceedings issued on the subject by Mr. (now Sir A. R. Banerji) in 1911, he had suggested the possibility of finding work for the Tramway by undertaking the transport of timber from the adjoining teak forests in the British Anamalais. For some reason or other, the idea was not given effect to at the time. A private syndicate, the Anamalais Timber Trust, having lately purchased the timber from the adjoining British forests, we are able to get the transport work on a large scale without having to enter into any complicated agreement with the British Government. The Trust have been providing the Tramway with transport work for the last two years to the extent of about Rs. 50,000 per annum. No concession worth the name has been given to the Trust, since the ordinary freight charges are levied from them also. The fact that the Tramway is able to earn something like Rs. 50,000 per annum by private transport undertaken for the Anamalais Timber Trust is a very helpful matter for the Forest Department as well, as it enables that Department to restrict and regulate departmental extraction of timber from the Parambikulam forests in accordance with the exigencies of market demands. I, therefore, submit that the arrangement is one which does not deserve any condemnation, but only the well-considered, willing, and statesmanlike approval of the House. It is, any way, a very handy arrangement just at this juncture.

Another aspect of the subject I would like to advert to here is that this indispensable and useful institution—I mean the Tramway Department—has been under a cloud during most of the period of its existence, for no fault of its own. The general disfavour with which the Department has had the misfortune to be looked upon has placed it in a very unenviable situation. Any Hon'ble Member who has had the occasion to undertake a journey by the Tramway would have realised the exceptionally difficult and unhealthy conditions under which those responsible for the working of the Tramway have to labour under. A good many of the field staff will be found to be sickly, under-fed, ill-paid and some over-aged and well-past their age of normal retirement. The latter cannot afford to retire though they have put in over 25 years' service because they are only in the temporary establishment, and cannot get even a pittance of a pension to keep them in their retirement, after the

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hard, faithful, risky, and strenuous service of a life-time. Their plight would be found to be very pitiable, indeed. But, as long as the future of the Tramway hangs in the balance, as it has always done, this was, to some extent, inevitable. What is required is, in my humble opinion, a proper appreciation of the value and scope of this institution, indispensible for the working of the still valuable Parambikulam forests, and to make an earnest effort to give it a permanent lease of life, and to better the prospects of its long-suffering employees. I would invite my Hon'ble friends on the other side of the House to pay a visit to this much-maligned institution, make a patient study of the subject, and to satisfy for themselves the truth of my statements. To this end I shall always be at their service

Turning to the budget estimate for 1109, it will be noticed that it is in excess of the current year's revised estimate of expenditure by Rs. 17,528. The necessity for this increase will have been evident from what I have stated in my opening remarks on the Forest Budget. During the current year, the quantity of timber to be extracted from Parambikulam was considerably restricted, as there was a large quantity of accumulations of past years to be disposed of. As the old stock has now been practically exhausted, fresh stock has to be collected and transported for next year's sales. The greater volume of traffic that the Tramway has to undertake in 1109 has, therefore, necessitated a larger expenditure, which, however, will be found to be justified by the increased revenue anticipated for the Department. With these remarks, I would now request the House to pass the demand.

Demand put and carried.

9. 16—Law and Justice Rs. 1,78,532.

Mr. Thomas Manjuran.—Sir, I rise to move for a demand of Rs. 1,78, 532, under 16—Law and Justice. The course of Law and Justice has been practically what it has been all along and I do not think any preliminary remarks are called for from me. Land and Justice have been satisfactorily and well administered and I believe, as has been testified to by the Hon'ble Members in this House, with very satisfactory results. I pray, that the demand may be kindly voted.

Motions Nos. 1—2.

As the following motions were not moved they were considered withdrawn.

1. Mr. P. Kumaran Ezhuthassan—*To reduce the allotment of Rs. 3,444 for Establishment by Re. 1.*'

2. Mr. P. Kumaran Ezhuthassan.—*To reduce the allotment of Rs. 3,617 for Establishment by Re. 1.*

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